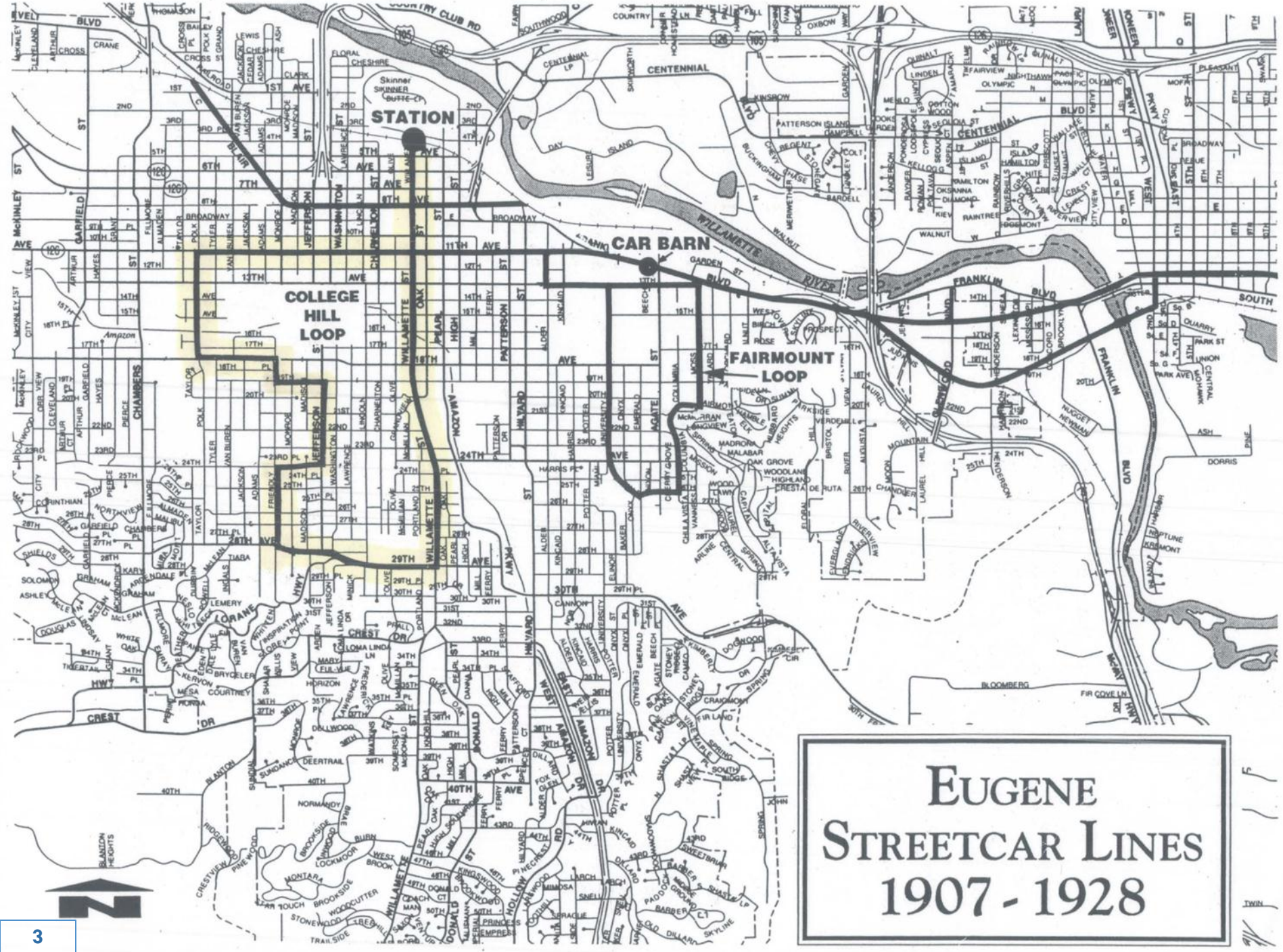
SOUTH WILLAMETTE
Street Improvement Plan

Evaluating the Alternatives

2/27/2013

Community Forum #2

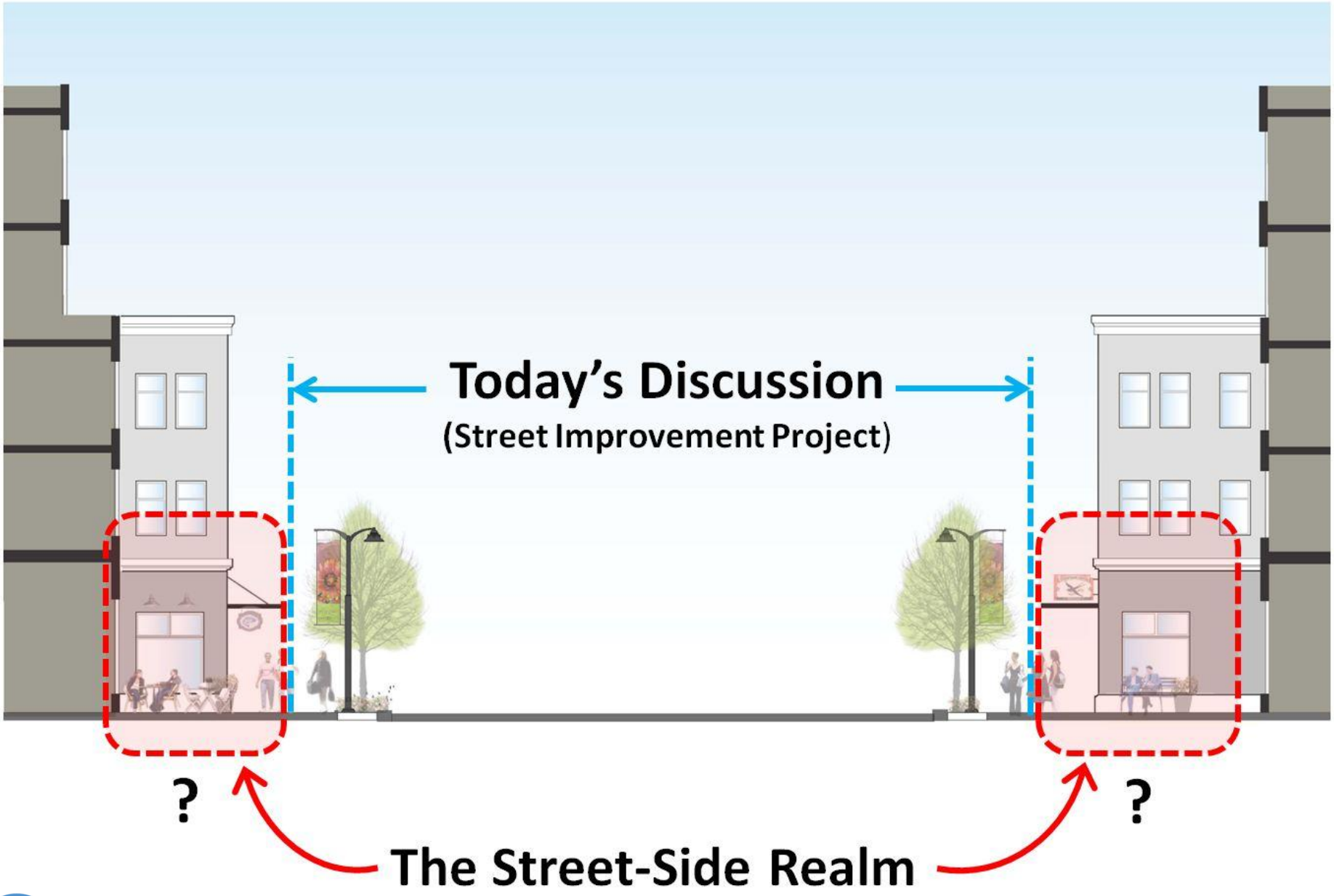

Kenneth Ellis


STATION
CAR BARN
COLLEGE HILL LOOP
FAIRMOUNT LOOP
WILLAMETTE RIVER
EUGENE
STREETCAR LINES
1907 - 1928


Lane County Historical Museum

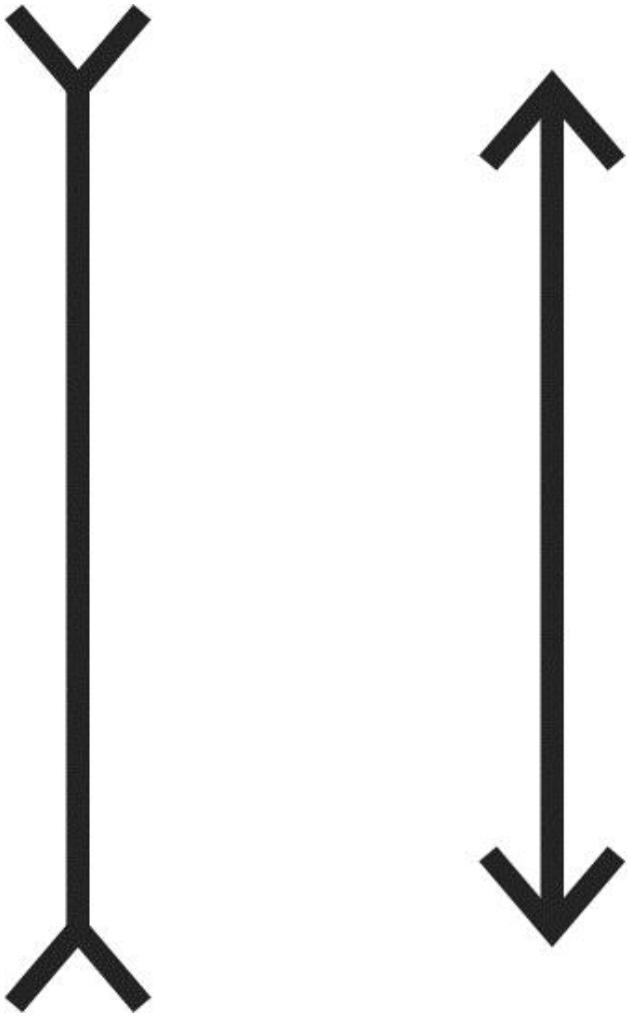

Lake County Historical Museum


MARKET
PRODUCE
MEATS
BAKERY
GROCERIES
VARIETIES
LUNCH
Lane County Historical Museum

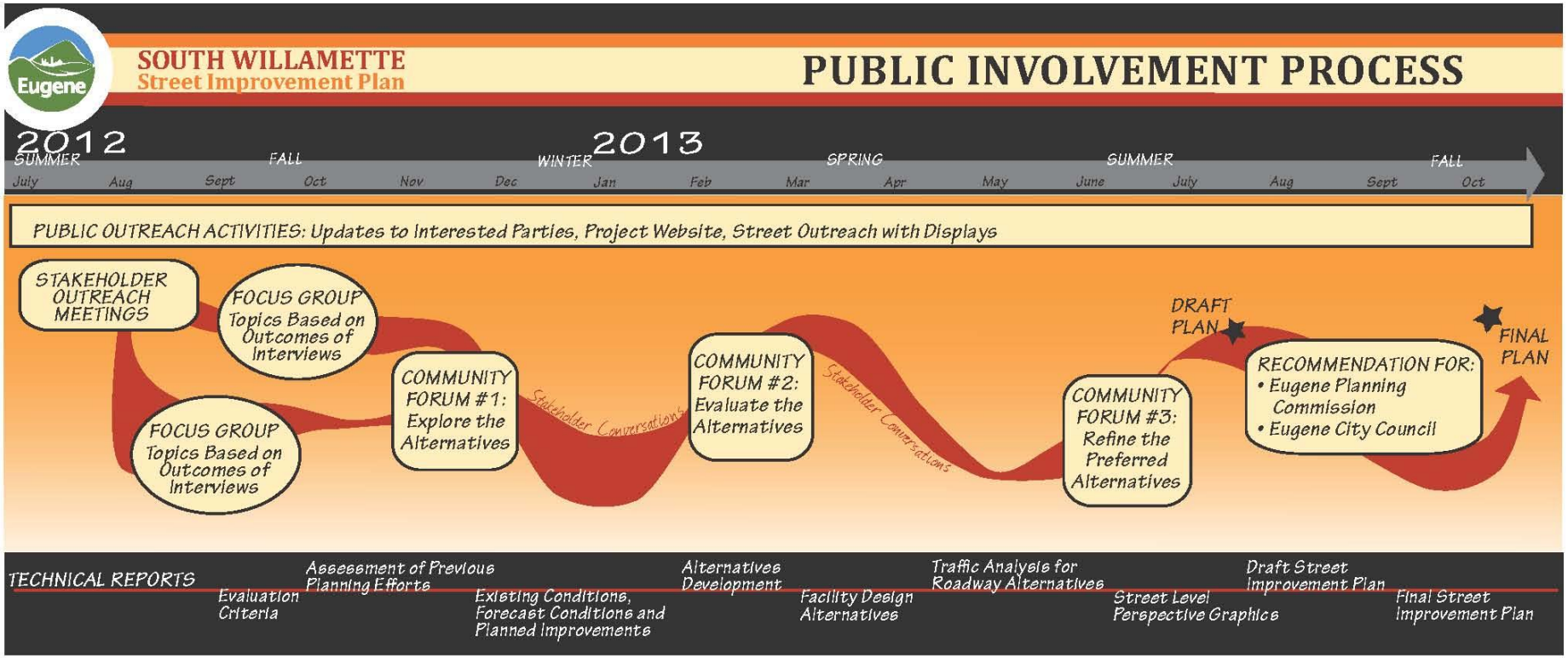


SOUTH WILLAMETTE
Street Improvement Plan

Context



Project Schedule and Outreach



Alternatives Overview

Alternatives Development Process

Stakeholder Outreach

- Conversations with business and property owners, residents, and thru-users from the south, east, and west of Willamette (August & February)

Community Concerns

- Community Forum #1 "Explore the Alternatives" (November)

Committee Feedback

- Technical Advisory Committee (November & January)

Elected/Appointed Official Oversight

- Planning Commission Meeting (November)
- City Council Meeting (January)

Alternatives Screening

Tier 1:

- Evaluation of community priorities
- Identification of broad level tradeoffs
- Assessment using qualitative tool (scoring criteria)

Tier 2:

- More details and rigorous analysis of the designs (e.g., traffic analysis)

Tier 1: 6 alternatives → 3 alternatives

Tier 2: 3 alternatives → Draft Plan (preferred alternative)

Study Corridor

- 24th Avenue to near 29th Avenue (North)
- "Transition Zone" near 29th Avenue intersection
- 32nd Avenue to near 29th Avenue (South)

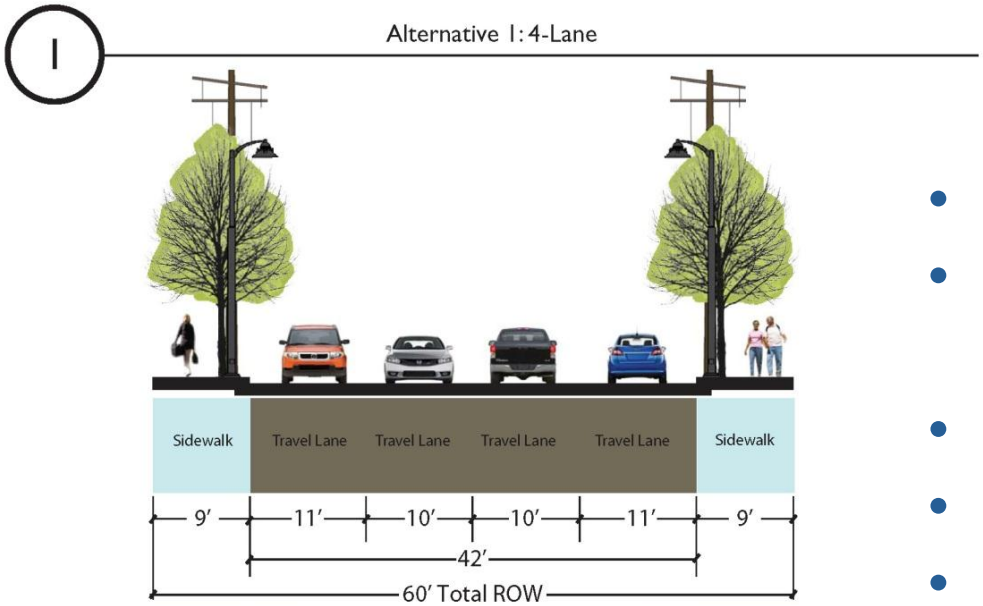
Terminology

- Capacity
- Right of Way
- Multimodal
- Sharrows
- Transition Zone

Alternatives Description

- Six Alternatives: all apply north of 29th Avenue
- 29th Avenue 'transition zone' will be designed for continuity
- No ROW expansion beyond existing 60'
- Existing curb-to-curb width (41'-42') is retained, except in two alternatives that require curb reconstruction

Alternative Cross-Sections

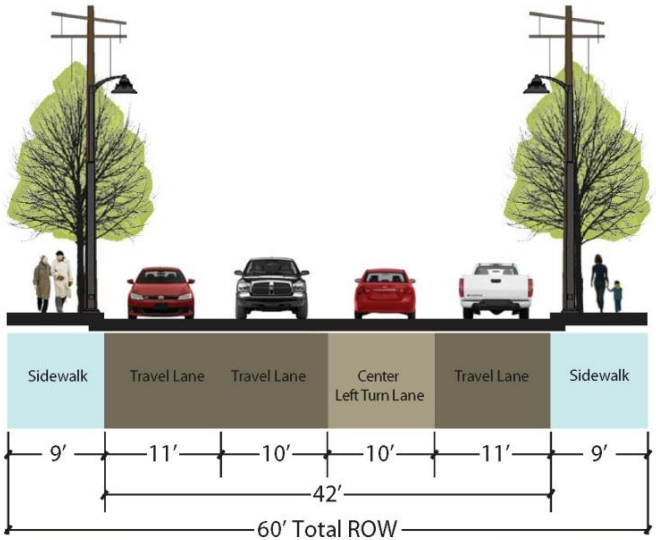


4-Lane

- Maintains existing 4 travel lanes
- Left-turning vehicles block travel lanes
- 9’ sidewalks
- No bike lanes
- May add bike sharrows
- Maintains 11’ outside travel lane for buses
- Relatively low cost to maintain current cross-section
- Only applicable north of 29th Avenue

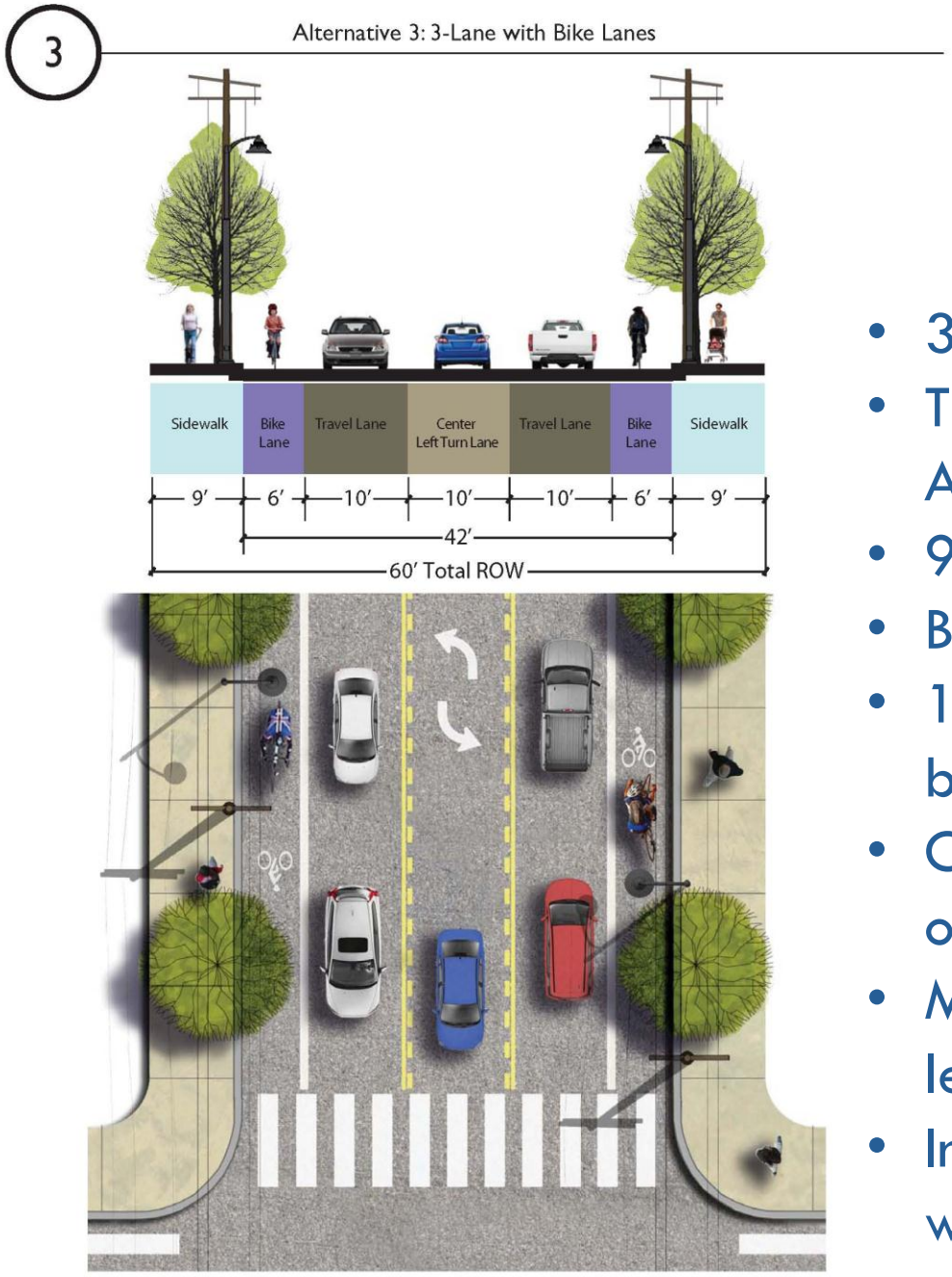
2

Alternative 2: 4-Lane with Center Left-turn Lane



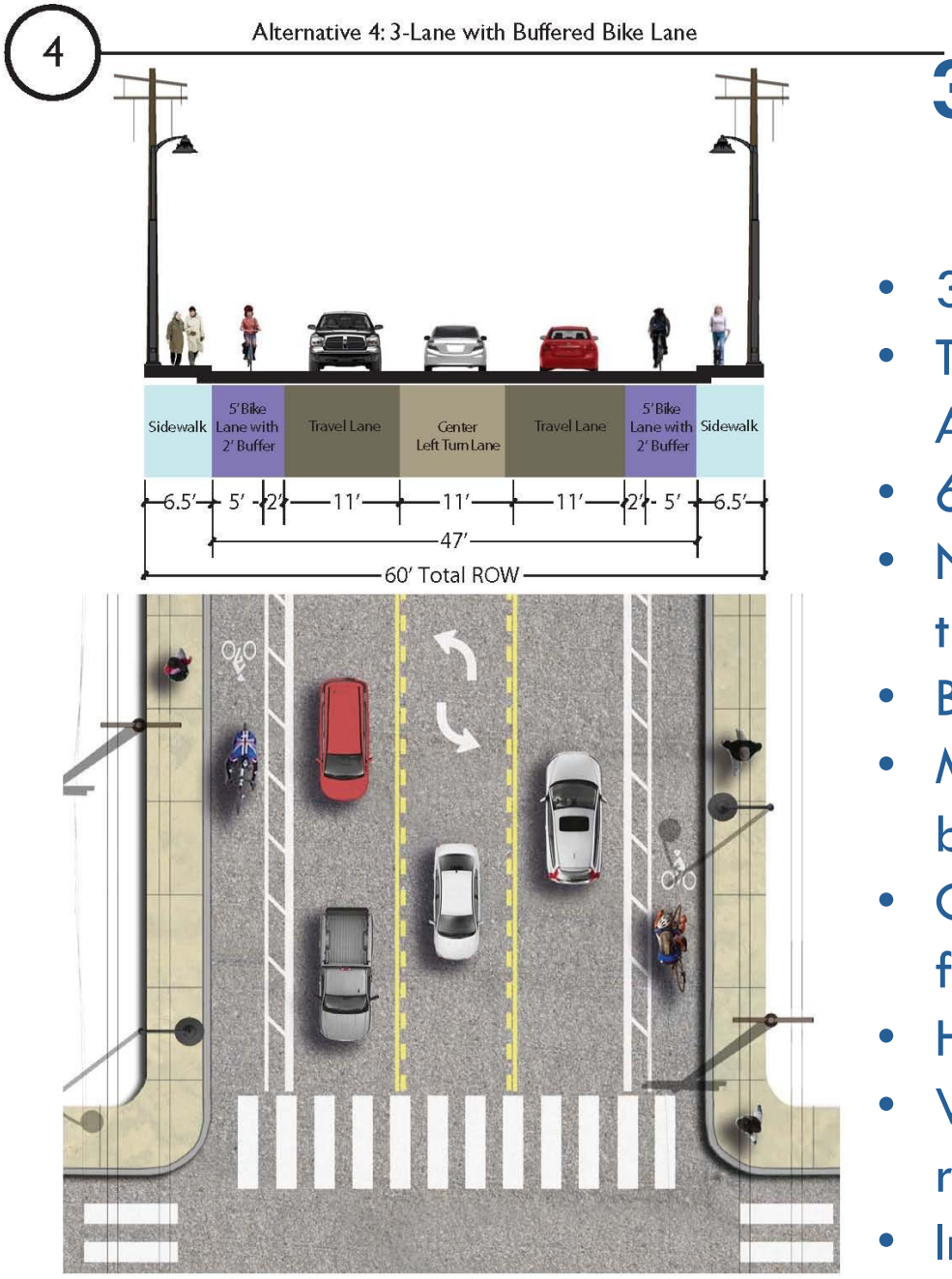
4-Lane with Center Left Turn Lane

- 4 travel lanes (2SB, 1NB, 1 center)
- Convert NB lane to center turn lane
- Improves motor vehicle access during PM period, when commercial traffic is highest.
- Southbound capacity increases
- Northbound capacity decreases
- 9’ sidewalks
- No bike lanes
- May add bike sharrows
- Maintains 11’ outside travel lane for buses
- Relatively low cost to convert NB lane
- Only applicable north of 29th Avenue



3-Lane with Bike Lanes

- 3 travel lanes (1SB, 1NB, 1 center)
- Travel time increases north of 29th Avenue
- 9’ sidewalks
- Bike lanes
- 10’ travel lanes are narrow for buses and trucks
- Center turn lane offers opportunities for design treatments
- Moderate cost to provide center left turn lane and bike lanes
- Intersections and traffic signals would need to be reconfigured

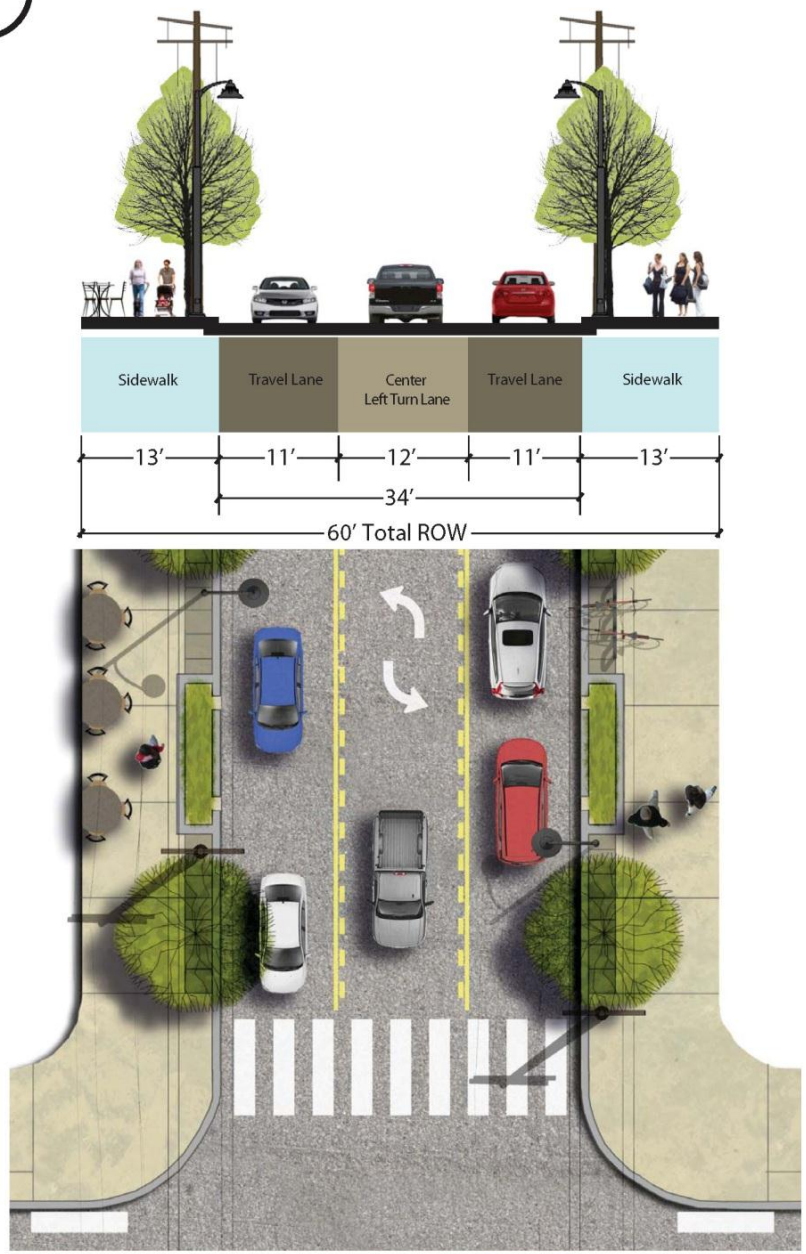


3-Lane with Buffered Bike Lanes

- 3 travel lanes (1SB, 1NB, 1 center)
- Travel time increases north of 29th Avenue
- 6.5' sidewalks
- Narrow sidewalks limit design treatment options
- Buffered bike lanes (5' with 2' buffer)
- Maintains 11' outside travel lane for buses
- Center turn lane offers opportunities for design treatments
- High cost to reconstruct curbs
- With reconstruction, utilities should be relocated for ADA compliance
- Intersections and traffic signals would need to be reconfigured

5

Alternative 5: 3 Lane with Wide Sidewalks

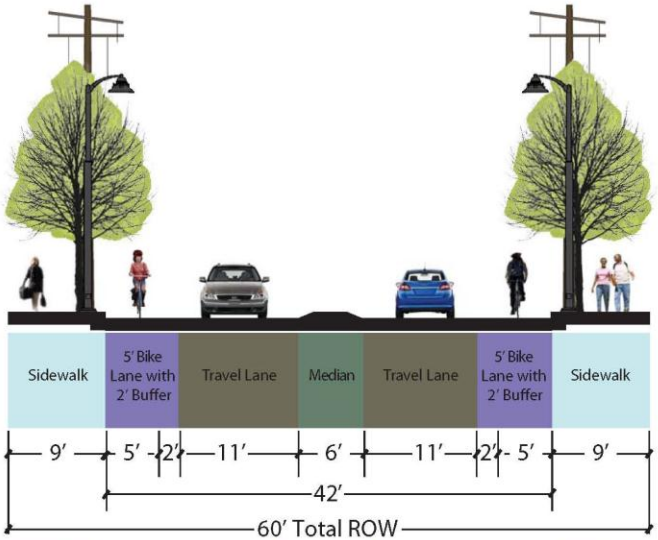


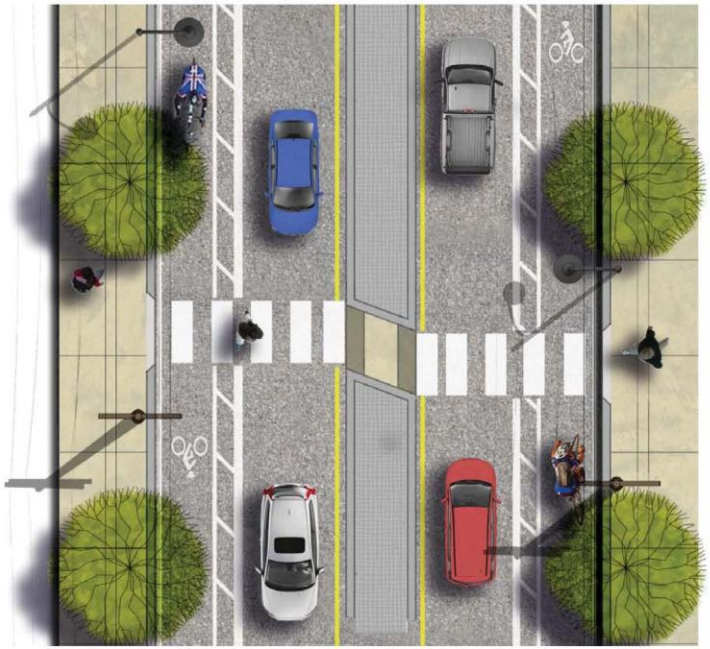
3-Lane with Wide Sidewalks

- 3 travel lanes (1SB, 1NB, 1 center)
- Travel time increases north of 29th Avenue
- 13' sidewalks
- Wide sidewalks provide design treatment options
- No bike lanes
- Maintains 11' outside travel lane
- Center turn lane offers opportunities for design treatments
- High cost to reconstruct curbs
- With reconstruction, utilities should be relocated for ADA compliance
- Intersections and traffic signals would need to be reconfigured
- Only applies north of 29th Avenue

6

Alternative 6: 2-Lane with Bike Lanes, Median & Roundabouts



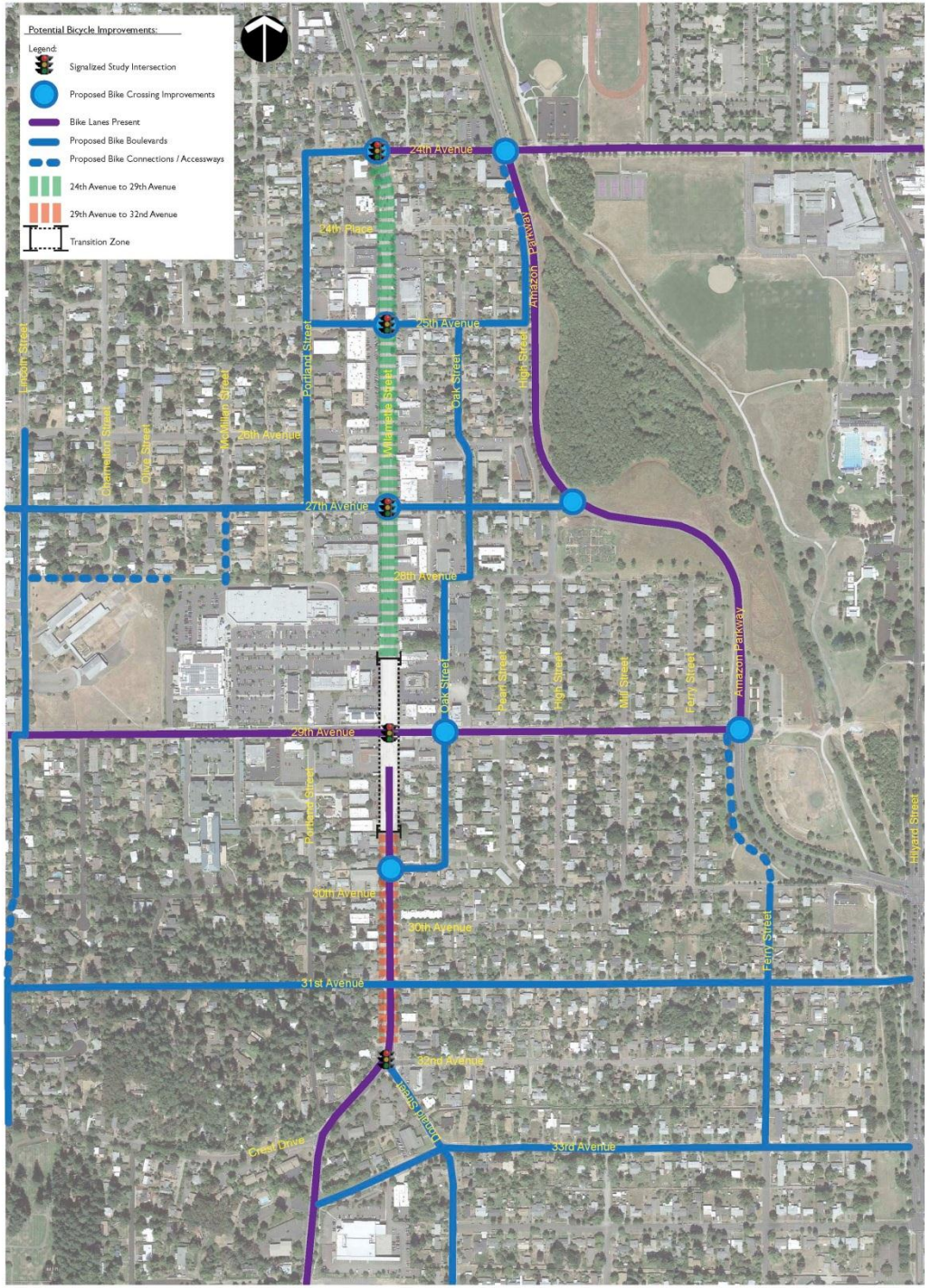


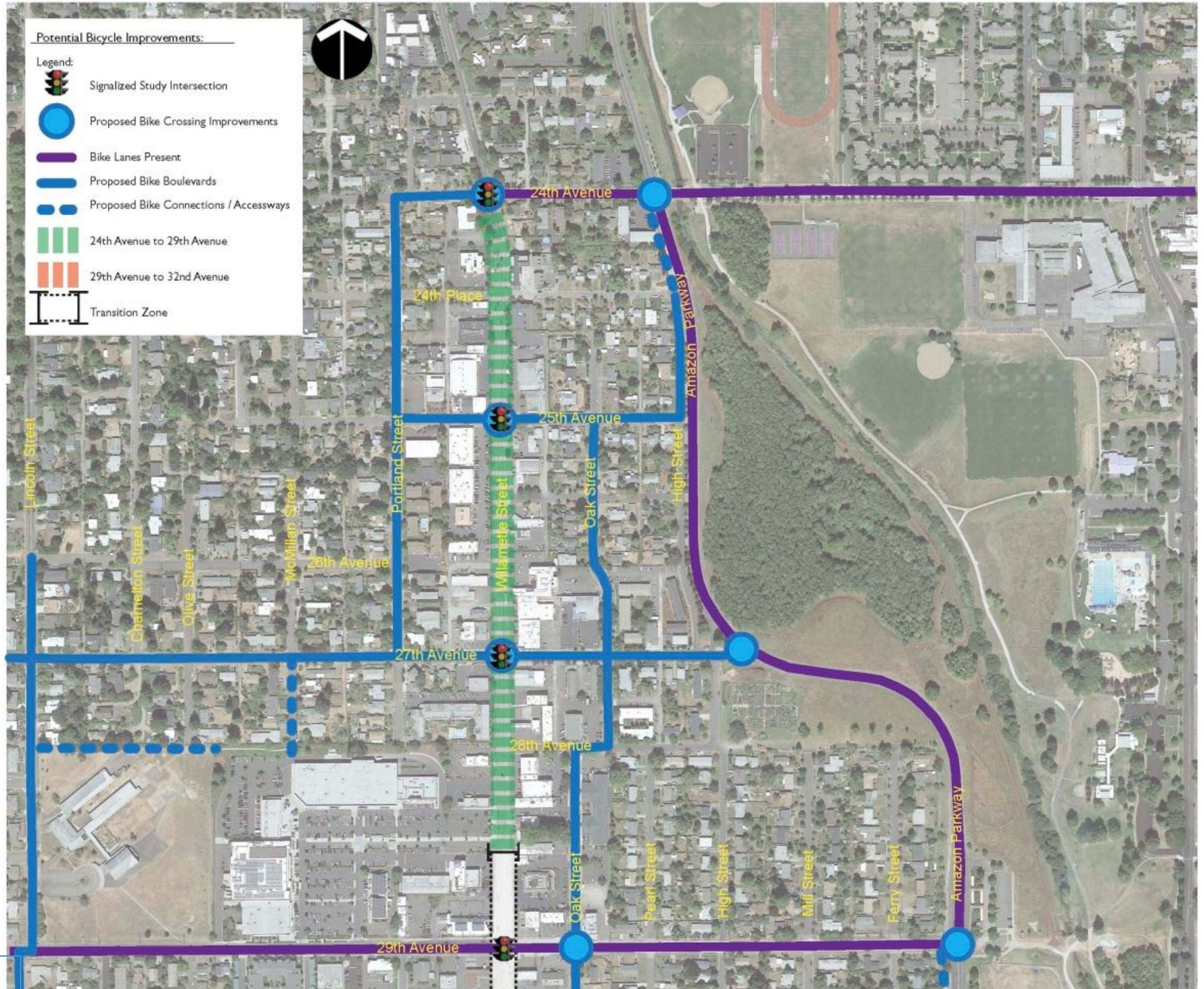
2-Lane with Bike Lanes, Median, & Roundabouts

- 2 travel lanes
- Motor vehicle capacity decreases
- Median would restrict driveway turns to right-in-right-out
- Property impacts to construct roundabouts
- 9' sidewalks
- Buffered bike lanes (5' w/2' buffer)
- Maintains 11' travel lane for buses
- Heavy vehicle/bike conflict potential
- Mountable raised median offers opportunities for pedestrian crossings or design treatments
- High cost to construct median and roundabouts

Tier 2 Additional Design Elements

Existing and Proposed Nearby Bicycle Routes




Potential Bicycle Improvements:
Legend:
Signalized Study Intersection
Proposed Bike Crossing Improvements
Bike Lanes Present
Proposed Bike Boulevards
Proposed Bike Connections / Accessways
24th Avenue to 29th Avenue
29th Avenue to 32nd Avenue
Transition Zone
24th Avenue
24th Place
25th Avenue
26th Avenue
27th Avenue
28th Avenue
29th Avenue
Amazon Parkway
Lincoln Street
Charnelton Street
Olive Street
McMillan Street
Portland Street
Willamette Street
Oak Street
High Street
Pearl Street
Mill Street
Ferry Street

Enhance Sidewalk Environment

- Widen Sidewalks
- Stormwater Treatments
- Utility Relocation
- Street Lighting
- Bike Parking
- District Signing
- Landscaping/Vegetation

Enhance Pedestrian Crossings

- Medians
- Flashing Lights
- Curb Extensions
- Signing
- Striping

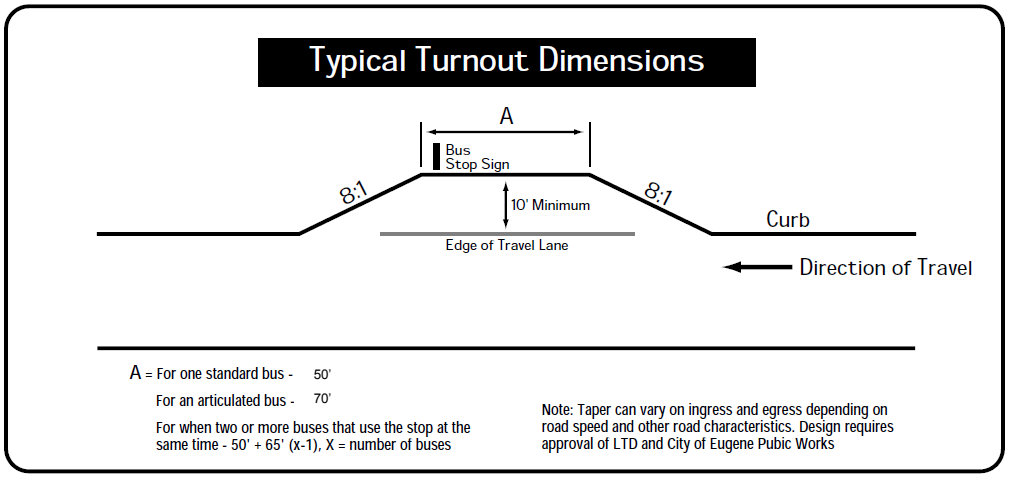
Driveway Consolidation

- Over 70 driveways in study area
- Access regulation is a "high priority" for minor arterials
- Combine driveways
- Reduce conflict points
- Improve business circulation and parking opportunities
- Balance access and mobility

SOUTH WILLAMETTE
Street Improvement Plan

Transit Amenities

- Bus Shelters
- Bus Turnouts



LTD Standards and Design

Screening Criteria Evaluation

Screening Criteria Evaluation

- Developed to support decision-making process
- 8 goal categories defined
  - Access & Mobility
  - Safety & Health
  - Social Equity
  - Economic Benefit
  - Cost Effectiveness
  - Climate & Energy
  - Ecological Function
  - Community Context
- Based on Draft Transportation System Plan & South Willamette Concept Plan

Eugene
SOUTH WILLAMETTE
Street Improvement Plan

Screening Evaluation Findings

- Relatively similar scoring for all alternatives, except Alternative 4 (3-lane with Buffered Bike Lanes)
- Alternative 4 scored poorly for narrow sidewalk environment (pedestrian accessibility criteria, etc.) due to ROW constraints

Next Step

Tier 2 Screening

For 3 Alternatives Selected:

- Corridor Design Concept Illustrations
- Traffic Analysis (future year congestion, queueing, travel times)
- Multimodal Measures (motor vehicle, pedestrian, bicycle, transit)
- Right-of-way Impacts
- Cost Estimates

Group Discussion